

The Hongkong Telegraph.

B. E. TAYLOR,
Steamers.
Lighters and Steam Launches
Supplied.
LLOYD, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sales Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DOWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1808. 日四初月三年七十二精光

ESTABLISHED 1881.

MONDAY, APRIL 22, 1901.

一拜禮 號二十一月四英港香

THIRTY DOLLARS
PER ANNUM.

Bank.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 21,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed Deposits for 12 months, at 5 per cent.
TARO HODSUNI,
Manager.
Hongkong, 17th April, 1901.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 15TH NOVEMBER, 1896.
Shanghai Taels
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies:
CANTON. PEKING.
CHÉFOU. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Drafts and Telegraphic Transfers,
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% per Annum for 6 months.
5% per Annum for 12 months.

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP 1,800,000
RESERVE LIABILITY OF SHAREHOLDERS 1,800,000
RESERVE FUND 1,525,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent.
per Annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.

T. P. COCHRANE,
Manager.

Hongkong, 16th October, 1900.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital 1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.
Board of Directors—

Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager.

GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899.

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 | \$13,000,000
Silver Reserve \$3,000,000

RESERVE LIABILITY OF PROP. & CO. \$10,000,000

COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.

A. Haupt, Esq. | N. A. Siebs, Esq.
D. M. Moses, Esq. | H. W. Slade, Esq.
A. J. Raymond, Esq. | H. E. Tomkins, Esq.
R. L. Richardson, Esq. | Paul Witkowsky, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum, on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 9th April, 1901.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
SHANGHAI BANK, to be placed on FIXED
DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$6.00 per Cask of 375 lbs. Net ex Factory.
\$2.00 per Bag of 250 lbs.

SHEWAN, STOMES & CO.,
General Managers.

Hongkong, 1st December, 1900.

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	Ballahrat		About 27th April ... Freight or Passage.	
LONDON	Canton	C. F. Lockstone, R.N.R.	About 18th May ... Freight or Passage.	

PASSENGER SEASON, 1901.

MARSEILLES and LONDON
(Direct).

WITHOUT TRANSHIPMENT.

(See Special Advertisement).

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

13

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Stoners will call at SOUTHAMPTON, and Passengers and luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES

PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Line	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIATSCHOU, Hamburg-Amerika Line	THURSDAY, 11th July.
BAVARIA	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	WEDNESDAY, 2nd October.
PREUSSEN	WEDNESDAY, 16th October.
HAMBURG, Hamburg-Amerika Line	WEDNESDAY, 30th October.
SACHSEN	WEDNESDAY, 13th November.
KIATSCHOU, Hamburg-Amerika Line	WEDNESDAY, 27th November.
BAVARIA	

ON WEDNESDAY, the 1st day of May, 1901, at NOON, the Steamship "PRINZESS IRENE" of the NORDDEUTSCHER LLOYD, Captain P. Wettin, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 29th instant, Cargo and Specie will be received on Board until 1 P.M., on TUESDAY, the 30th instant, and Parcels will be received at the Agency's Office, until NOON, on THURSDAY, the 30th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 17th April, 1901.

MELCHERS & CO., AGENTS.

[22]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 14th November, 1900.

[13]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel: 56.

For Terms, &c., apply to the

MANAGER.

[15]

Hongkong, 2nd July, 1900.

F. O. S.

A VERY OLD MELLOW WHISKY

\$15 PER DOZEN.

CLUB

THE BEST SODA WHISKY ON THE

MARKET \$12 PER DOZEN.

H. PRICE & Co.

12, QUEEN'S ROAD.

[16]

Hongkong, 9th April, 1901.

Intimations.

BOVIL PROMOTES HEALTH, STRENGTH AND ENERGY.

Bovil Promotes Energy and takes away
that tired feeling which life in the East produces.
Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMPS, PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION OF THE best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

17] FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN. ORANGE GIN.

To-day's
Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUH.

Representative—Mr. ALLAN HAMILTON.

TO-NIGHT,
(MONDAY), APRIL 22ND.

THE

BROUGH COMEDY CO.

BROUGH COMEDY CO.

BROUGH COMEDY CO.

TO-NIGHT (MONDAY),

LAST NIGHT! April 22nd,

LAST NIGHT!

LAST NIGHT!

"THE GAY LORD QUES."

"THE GAY LORD QUES."

"THE GAY LORD QUES."

An Original play in Four Acts, by ARTHUR W. PINERO.

TO-MORROW.

(TUESDAY) and WEDNESDAY,
April 23rd and 24th.

FIRST PRODUCTION IN HONGKONG

OF THE

"MANOEUVRES OF JANE"

"MANOEUVRES OF JANE"

"MANOEUVRES OF JANE"

A Comedy in Four Acts, by HENRY ARTHUR JONES.

THURSDAY and FRIDAY,

April 25th and 26th,

THE

"ADVENTURE OF LADY URSULA"

"ADVENTURE OF LADY URSULA"

"ADVENTURE OF LADY URSULA"

A Comedy Four Acts, by ANTHONY HOPE.

SATURDAY and MONDAY,

April 27th and 29th,

THE

"SECOND MRS. TANQUERAY"

"SECOND MRS. TANQUERAY"

"SECOND MRS. TANQUERAY"

An Original play in Four Acts, by ARTHUR W. PINERO.

The Box Office is now open at THE ROBINSON PIANO CO., where seats can be booked SIX DAYS IN ADVANCE.

PRICES AS USUAL.

Boxes \$15.00

Dress Circles and Stalls 3.00

Pit 2.00

Back Seats 1.00

Doors open 8.30 Curtain 9 P.M.

Carriages 11.30.

Late Trams 15 minutes after Performances.

Hongkong, 22nd April, 1901. [446]

THE HONGKONG STEAM WATER BOAT CO. LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND of 12% per Annum (THIRTY CENTS per Share) for Six months from 1st October, 1900, to 31st March, 1901, has been declared.

DIVIDEND WARRANTS will be issued and posted on and after THURSDAY, the 25th instant.

The TRANSFER BOOKS will be CLOSED for Registration of Shares from the 24th to the 27th instant, both Days inclusive.

By Order,

J. W. KEW,

Manager.

Hongkong, 22nd April, 1901. [447]

A SECRETARY is WANTED by THE DAIRY FARM CO., LIMITED:

Apply by Letter to the Chairman, 2, Albert Road, Hongkong.

Hongkong, 22nd April, 1901. [446]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMoy.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 22nd April, 1901. [446]

Intimations.

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuff and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters:

Hongkong, 22nd April, 1901.

WANTED.

THREE or FOUR LADS

to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 1st January, 1901.

Intimation.



A. S. WATSON & CO.,
LIMITED.

WATSON'S
HYGIENOL.
(Registered)

A POWERFUL DISINFECTANT,
GERMICIDE, ANTISEPTIC
AND DEODORISER.

RECOMMENDED BY THE MEDICAL
PROFESSION.

CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.

This DISINFECTANT possesses
all the good properties of Carbolic
Acid, but is IMMENSELY SUPERIOR
in being NON-POISONOUS

even in its concentrated form, thus
avoiding risk of accident—and in
the facility with which it mixes with
COLD WATER in any proportion.
In its diluted state it will not injure
stain, or corrode the person, metals,
furniture, cotton, linen, or woollen
fabrics.

WATSON'S
PURE CARBOLIC
SOAP

will be found most efficacious for the
prevention of contagious diseases of
all kinds.

A. S. WATSON & CO. LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 22, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

The return of the number of visitors to the

City Hall Library and Museum for the week

ended 21st April, 1901.

Library. Museum.

Non-Chinese 438

Chinese 135

Totals 573

2,190

Chinese 2,052

2,222

The return of stamp revenue for the first quarters of 1900 and 1901, as published in the

Gazette, shows an increase in 1901 of \$13,087.

The principal items which made this up were:

Conveyance of Assignment, \$1,717.945;

Settlement, \$1,524.60; Bill of Lading, \$1,504.30;

Mortgage, \$1,135.60. The principal decreases were:

Transfer of Shares, \$1,666.70; Power

of Attorney, \$1,657.94.

The H. M. Ships Centurion and Goliath are due

from Shanghai to-morrow. The former is to

be docked to repair damages sustained by a

collision with the Goliath, the Centurion having

broken away from her moorings at Woosung, during a gale, and drifted on to the Goliath.

The Goliath is to be fitted up as flagship.

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Mortgage, \$1,135.60. The principal decreases were:

Transfer of Shares, \$

Peking at Earl's Court.

The central pageant of the Military Exhibition at Earl's Court will be a representation of the relief of Peking, planned by Mr. Lewis Kirby. The whole course of events exactly as they occurred in the streets of Peking will be depicted, and as told by officers and officials and ladies shut up within the Legation. The chief characters will all be living portraits, and there will be soldiers and sailors of the eight nations which took part in the actual scene numerously represented. There will be up-wards of a thousand people, all in their proper and exact costumes and uniforms.

Congratulations.

Messages of congratulation on His Majesty's accession to the Throne have been received at the Colonial Office from the following:—Hong Kong Legislative Council, Consul-General for Portugal and Portuguese Community, Roman Catholic Community, District Watchmen's Committee, Straits Settlements (Native States), General Public of Selangor, Sultan and Native Chiefs and Members of State Council; Selangor, Offices of the Service of the Government of the Federated Malay States situated in Selangor, Indian Community of Kuala Lumpur; Selangor, Public Meeting held in Town Hall; Taiping, Perak, His Highness the Sultan of Johore.

The Queen's Funeral.

In a supplementary estimate issued on 16th ulto, the total cost of the funeral of Queen Victoria is set down at £35,500; made up as follows:—A parlour for Royal guests, funeral furnishing, and mourning allowances for servants, £2,000; entertainment of Royal and foreign guests, £8,500; hire of carriages, railway and steamer expenses, £4,300; War Office travelling expenses, food and accommodation of troops, £15,000; fitting up St. George's Chapel, repair of damage to parks, &c., £3,500; entertainment of foreign envoys, £800; and sundry expenses, including expenses of Earl Marshal's staff, £200.

New Battleships.

The *Athlon* and *Impavida* may be expected to be ready for sea within a moderate time, but what queries a naval correspondent about the *London*, which has at last shipped her engines; and the *Irresistible* and *Venerable*, both of which ought to have been flying the pennant long ago. The *Irresistible* was delayed in order that part of her gun mountings should be sent to the *Impavida*—a poor reason surely, for the *Impavida*'s own gun mountings ought to have been forthcoming. The fact is that there has been an egregious delay, into whose causes it is needless to inquire, provided that the lost ground is made up as soon as possible.

Women for South Africa.

Mr. Chamberlain, at the meeting of the United British Women's Emigration Association, moved a resolution recommending the creation of a special fund for assisting members of the gentler sex to establish themselves in South Africa. He prophesied a brilliant future for that region, but it could not be otherwise than, to a large extent, a land of passage, unless male emigrants could find there suitable female companionship. The Colonial Secretary held out the hope that empty transports going from England might give "indulgent" passages to women selected by the association.

West Africa.

A deputation of commercial bodies on 15th ulto waited on the Colonial Secretary to urge the Government to take measures to improve the sanitation of the principal coast towns in West Africa. Mr. Chamberlain, in reply, said he had great belief in West Africa; and, whilst recognising the unsatisfactory condition of things, he was not in the least hopeful about the future. He suggested the appointment of a Committee, including representatives of the traders on the coast, as well as of the Colonial Office, with a scientific expert, to proceed to West Africa, and make all possible inquiries upon sanitary and other matters, and said that if they could show him how to govern these Colonies with less sacrifice of life, and health he should be eternally grateful.

The Russian Eastern Squadron.

A St. Petersburg correspondent states that the late autumn or early winter is to see the mobilisation of quite a formidable Russian squadron in Chinese waters. At least six battleships are to be included—namely, the *Petrovskiy*, *Saratov*, *Poltava*, *Petersburg*, *Rostov*, and *Naukrin*. The crews accompanying them will be the *Russia*, *Rurik*, *Bayan*, *Admiral Nachimov*, *Vladimir Monomach*, *Dmitri Donskoi*, and, possibly, the *Gromoboy*. Without reckoning the gunboat and torpedo flotillas, this muster will represent a displacement of over 140,000 tons and a complement of something approaching 10,000 men. The command of this important squadron is to be given either to Vice-Admiral Skrydloff, at present commanding on the Pacific Station, or to Vice-Admiral Alexeiff, an officer who has seen much service in the Far East.

Capt. Sir Edward Chichester, R. N.

A naval correspondent writes:—"The property of the appointment of Sir Edward Chichester Bart.—whom the King has just created C.B.—to succeed Captain John H. Rainer in the command of the Devonport Fleet Reserve is one of those things which shows that official intuition is occasionally in accordance with Service sentiment. Sir Edward Chichester has done good work for the Navy. To take, but his recent experiences, he commanded a British cruiser in the Far East during the Spanish-American war, and won golden opinions for himself from both sides. He has since done good work as transport officer in South Africa—such good work, in fact, that the value of it has been realised alike in South Africa and at home. Like many other distinguished naval officers in the present and in the past—from the Elizabethan era onwards—he is a West Countryman, and his property is in North Devon, and so his appointment to a command in the West is appropriate. He cannot hold his new post, however, for more than two years, as he is certain to attain flag rank in 1903."

Bonnie Dundee.

The good ship *Discovery*, which is to take its way as far towards the South Pole as it can go, was launched yesterday, and christened by Lady Markham. We know more of the planet Mars, according to the late Duke of Argyl, than we do of the Antarctic region. Considering that the South Pole is surrounded by several thousand miles of ice, this is not to be wondered at, especially as we are yet as helpless as Mr. Sam Weller without those double strong magnifying glasses which should reduce distance and pierce opaque substances. Yet Sir Clements Markham is hopeful of success for the *Discovery*. How far it can go no body knows; but that it will beat any previous record is confidently expected, even though we are excessively ignorant of everything connected with the navigation of the Antarctic region." Mr. W. E. Smith of the Admiralty,

the designer of the *Discovery*, paid the Dundee Shipbuilding Company a well-deserved compliment when he said: they were the only company tendering for the construction of the *Discovery* who showed any real determination to grapple with the difficulties and novelty of her design. This is another feather in the cap of Dundee.

Bellville Boilers.

Under the heading "Burning Questions in the House," the *Pall Mall Gazette* of the 22nd ult. says:

Mr. William Allan was tremendous. He had been waiting to say his say on the Bellville boiler imposture, which he like the Exchequer whether he could state the estimated total cost up to the present date of the recent Military and Naval operations in China.

The Chancellor of the Exchequer: I will do my best to answer this question, but I cannot be at all certain as to the accuracy of the answer.

The estimated total cost of the Military operations in China to the present date is £3,500,000 in round figures.

I am informed that at the present stage it is impossible to give an estimate of the total cost of the Naval operations.

Lord G. Hamilton: I do not know on what authority the hon. member makes that statement.

An Hon. Member: Reuter.

Lord G. Hamilton: Well, a telegram.

The hon. gentleman looks at that telegram, he will see that all General Barrow has done

was to ensure protection to people working on territory of the railway that belongs to them.

(Hear, hear.)

Mr. W. Redmond gave notice that he would call attention to the matter at an early date.

THE OPERATIONS IN CHINA.

Mr. Lewis asked the Chancellor of the Exchequer whether he could state the estimated total cost up to the present date of the recent Military and Naval operations in China.

The Chancellor of the Exchequer: I will do my best to answer this question, but I cannot be at all certain as to the accuracy of the answer.

The estimated total cost of the Military operations in China to the present date is £3,500,000 in round figures.

I am informed that at the present stage it is impossible to give an estimate of the total cost of the Naval operations.

BRITISH INFLUENCE IN CHINA.

Sir E. Ashmead-Bartlett asked the Under-Secretary for Foreign Affairs whether in his possession showed that there was a decline of British influence in the Chinese provinces bordering on the Yangtze-Kiang River; and, if so, what steps His Majesty's Government were taking to restore and maintain British influence there.

Mr. Balfour, who replied, said: There is no information at our disposal indicating the decline of British influence in the provinces mentioned.

Sir Ashmead-Bartlett asked the Under-Secretary for State for Foreign Affairs whether the Russian Government had recently endeavoured to exclude the British Fleet from certain portions of the Gulf of Pechili, and had claimed the waters of the Blonde and Elliott Islands as exclusively belonging to Russia; and, if so, what steps His Majesty's Government had taken in consequence of this claim.

Mr. Balfour: We have received no communication on this subject from the Russian Government, but the Russian Admiral remonstrated against the presence in the waters of the Elliott Islands of His Majesty's ship *Power*, which was engaged in pursuing pirates on the China Station in sending British ships to these islands appears to be in accordance with our rights under Article 52 of the Treaty of Tientsin.

Sir E. Ashmead-Bartlett: Am I to understand that the claim has not been accepted by the British Government?

Mr. Balfour: Certainly.

THE TIENSIN INCIDENT.

Mr. Joseph Walton: I beg to ask the Under-Secretary for Foreign Affairs the following question, of which I have given him private notice, namely, whether he can give the House any information in regard to the reported seizure by Russia of land at Tientsin which is mortgaged to British bondholders? (Hear, hear.)

Viscount Cranborne: I have not, since I received private notice, had any opportunity of obtaining the latest information in the possession of the Foreign Office. I would therefore ask the hon. member to put the question once more.

1. Interruption of the railway.

2. Obstruction of the River Arouse, with a possible flood in the upper part of the valley.

Seeing that, in the case of the most notable landslips in the past, the loss of life has generally been due to the neglect of the warnings given, it would be interesting to know on what authority Messrs. Cook and Son and the Jura-Simpson directors issue their reassuring statement.—Yours faithfully,

FRANCIS GRIBBLE.

March 19.

The Royal Oath and the Oathologues.

Lord Salisbury was at his very best in dealing with the delicate question of the proposed alteration of the terms of the King's declaration out of regard for the susceptibilities of His Catholic subjects. We do not see, on the one hand, how any impartial person can deny that the language complained of is, as Lord Salisbury put it, "language of indecent violence," and, as such, bound (and originally deliberately intended) to wound the feelings of Catholics. Nevertheless, Lord Salisbury was perfectly right in insisting upon keeping before the mind of Parliament the central fact that the Royal Oath is a guarantee of the maintenance of the Protestant succession. The Protestant majority of His Majesty's subjects have the right to insist on that principle, as the Catholic minority have the right to object to the violence of its expression. Lord Salisbury will, therefore, propose a Joint Committee of the two Houses to inquire whether the language can be modified advantageously without diminishing its efficacy as a security for the maintenance of the Protestant succession. That is all the Catholics ask.

THE FAR EAST IN PARLIAMENT.

BRITISH AND RUSSIANS AT TIENSIN.

March 15th.

Mr. Boland asked the Under-Secretary for Foreign Affairs whether the attention of the Government had been called to what took place in China recently, when the Russians objected to the construction of a railway siding by the British; whether General Barrow, Chief of the Staff, met the Russian objection by ordering the construction of the siding to be completed, if necessary, by force of arms, and had troops placed along the line; while the work was continued; whether the Russian general protested against this action; and whether General Barrow acted under instructions received from His Majesty's Government.

Lord G. Hamilton, who replied, said: I am informed that some land over which the North China Railway Administration have property rights has been claimed by Russian military authorities as belonging to them in virtue of a concession alleged to have been made to them by the Chinese Government since the disturbances commenced. I am informed that, consequently, some difficulties have arisen with regard to the construction of the siding referred to. The matter is being dealt with by the authorities on the spot, but not under special instructions from His Majesty's Government.

Mr. W. Redmond: May I ask the noble lord whether, in case of dispute between the Allies Powers in China, British officers are entitled to use, or to threaten to use, force of arms without consulting the Home Government?

Lord G. Hamilton: In reply to that question I may state that throughout these China operations the British officers, in any difficulty that has arisen, have shown a spirit of conciliation. I do not think it therefore necessary to send any special instructions to them further than to exhibit the same spirit they have shown.

THE ANGLO-GERMAN AGREEMENT.

Mr. W. Redmond asked the Under-Secretary for Foreign Affairs whether the Anglo-German Agreement about China applied to Manchuria.

Viscount Cranborne: The first clause of the Anglo-German Agreement expresses the agreement of the two Powers to observe freedom of trade in the ports on the rivers and littoral of China whatever they can exercise influence

over the Chinese.

The second clause states that they will not

make use of the present complication to obtain

for themselves any territorial advantages in

Chinese dominions, and will direct their

policy towards maintaining undiminished the

territorial condition of the Chinese Empire.

This provision is without qualification.

JAPAN AND CHINA.

Mr. W. Redmond asked the Under-Secretary

for Foreign Affairs whether he had any infor-

mation to the effect that if the Manchurian

Convention is signed, Japan would insist on

establishing a Protectorate over the Province

of Pekin.

Viscount Cranborne: No, sir.

CANTON-HANKOW RAILWAY.

Mr. W. Redmond gave notice that he would

call attention to the matter at an early date.

THE OPERATIONS IN CHINA.

Mr. Lewis asked the Chancellor of the

Exchequer whether he could state the esti-

mated total cost up to the present date of the

recent Military and Naval operations in China.

The Chancellor of the Exchequer: I will do

my best to answer this question, but I cannot

be at all certain as to the accuracy of the

answer.

The estimated total cost of the Military

operations in China to the present date is £3,500,000 in round figures.

I am informed that at the present stage it is

impossible to give an estimate of the total cost of the Naval operations.

BRITISH INFLUENCE IN CHINA.

Sir E. Ashmead-Bartlett asked the Under-Secretary

for Foreign Affairs whether in his possession

showed that there was a decline of British

influence in the Chinese provinces bordering

on the Yangtze-Kiang River.

The Chancellor of the Exchequer: I will do

my best to answer this question, but I cannot

be at all certain as to the accuracy of the

answer.

The estimated total cost of the Military

operations in China to the present date is £3,500,000 in round figures.

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HOSHIMA MARU	{ MOJI, KOBE and YOKOHAMA	{ To-MORROW, 23rd April at Noon.
SHINANO MARU	{ KOBE and YOKOHAMA	{ FRIDAY, 26th April at Daylight.
KAGOSHIMA MARU	{ BOMBAY, via SINGAPORE and COLOMBO	{ FRIDAY, 26th April at Noon.
YAWATA MARU	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{ FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG	HAVRE and HAMBURG.	{ 3rd May. { Freight and Passage.
Christianse	(Calling at SINGAPORE and PENANG.)	
SEGOVIA	HAVRE and HAMBURG.	{ 26th May. { Freight.
Foerck	(Calling at SINGAPORE and PENANG.)	
AMBRIA	HAVRE and HAMBURG.	{ 10th June. { Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

TOYO KISEN KAISHA. U.S. MAIL LINE.
TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.		
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April	at Noon.
YOKOHAMA & HONOLULU		
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May	at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June	at Noon.
S.S. " (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th June	at Noon.

THE Twin Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU; and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Denerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

A freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th April.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA, TO VANCOUVER (B.C.) in 15 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further Information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 3rd April, 1901.

Occidental and Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons Captains. Proposed Sailings.

Olympia 2,837 J. Truebridge April 26

Felicie 3,821 J. S. Cox May 7

Tacoma 2,811 J. Dixon May 17

Victoria 3,562 J. Panton May 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £4.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £4.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily, from TACOMA.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Passenger Tickets granted to the Company, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 1st May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU; and Passengers are allowed to break their journey at any point en route.

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MUHAMMADAN MARRIAGE CUSTOMS.

The Pahang correspondent to the *Malay Mail* writes:—With the increasing influence of European civilization and customs in Malaya one would have expected to find the position of woman materially improved from that allotted to her by the Muhammadan religion and Malay custom, but it is surprising how little has been effected in this direction. A strange exception to this general rule was, however, brought to light in one of the down river districts of Pahang (of all places!) last month. A sum of \$1,000 was recovered by a Malay lady from her husband on account of a contract in the nature of a marriage settlement which he rashly entered into before their marriage. The defendant, a substantial cultivator, being unable to obtain the hand of his lady love by other means, had, some ten years ago when he sought her in marriage, made a contract by which he undertook to forfeit to her a sum of \$1,000 in case he married a second wife during the life of the first, or in case he should divorce wife No. 1. He likewise agreed that should he take a second wife to his bosom, he would forfeit to the first wife a further sum of \$60, with which she could purchase a divorce on her own account. A duplicate of the contract had been registered in the Court in accordance with an old (but now exploded) custom of the Government. The case was perfectly clear against the husband. He admitted having made the contract, but pleaded that it was illegal under Muhammadan law. A precedent, however, in the Indian Courts quite upset his defence, and the unfortunate fellow was practically ruined, being obliged to ratify the contract made with his angry spouse. I understand that \$60 was wiped off by granting a divorce to the lady, and that the remaining thousand was raised by the enforced sale of a small herd of buffaloes and by the mortgaging of his little homestead and rice-fields. Well, he deserved all he got. The woman, by his own shewing, had been a good wife to him, and had borne him five children. His only reason for marrying again were that wife No. 1 was no longer so young as she had been, that he desired to raise up more children, that he had the wherewithal to support a plurality of wives, and that his religion allowed polygamy.

It would be well for all Malay women if they, or their guardians, would safeguard their interests in the manner indicated. The chief point in which the faith of Islam seems to me to suffer by comparison with Christianity is in the treatment of women. When a wife is past her first bloom there is nothing to prevent her husband from casting her off entirely or from marrying a second woman. And it is very often done. Indeed, with very few exceptions, a Malay husband will always, if he can afford it, marry a second wife when the first ceases to bear children. How much the first wife feels the action of her husband in bringing in a co-wife is proved by the fact that the older wife nearly invariably obtains a divorce when her mate allows of it. There again the shoe pinches. It seems a monstrous injustice that, while with a word a man can divorce the woman who has loved him devotedly for years, a wife cannot obtain a release from her husband except by paying over to him sixty silver dollars, and in this connection all Kaths ought to be obliged to exercise the greatest care in registering marriages and divorces. In the greater majority of instances the *mai kauin* is owed to the bride—not paid over in hard cash—and the record of this ought to be so carefully kept that there should be no doubt whatever on the subject if a woman wishes to obtain a divorce.

The extraordinary point about these second marriages is that the Muhammadan faith only sanctions them in the cases where the husband can show his inability to properly support a second wife. But, like so many religious precepts, the Malay honour this more in the breach than in the observance. I remember a remarkable incident in connection with this marrying of a co-wife occurring in one of the districts of Pahang a year or two back. The District Officer received a visit in his office from a middle-aged and weeping female who explained to him that she was the wife of a certain worthy *penghulu* of the district. She explained that she had been married to her husband for some twelve years, had borne him children, and had been a good wife to him all along. Now, he was making arrangements to marry a co-wife who was to rob her of his love. She explained that her husband's monthly salary was only \$15 per month, and that wife of a headman though she was, she had been obliged to work in order to feed herself and her children. If, she said, the *penghulu* was bent on this new marriage, she claimed that he must make a proper provision for herself and her children whereby she would be spared manual labour in the fields. Never shall I forget the look of horror on the old *penghulu*'s face when he was asked what he intended to do. He could not deny that his religion compelled an adequate provision for both wives, and this he confessed he could not make. That D. O. knew his Malays as few of the younger school do—“Dato” he said, without proffering the usual hand-shake or parting, “you can think this matter over. But remember that I expect all my headmen to follow Muhammadan law and precepts most strictly. Remember that the *penghulu* should be an example to his *mukim*.” The old chap slunk away quite abashed, and, I heard afterwards, abruptly broke off the arrangements for his second marriage.

In their own interests one cannot but wonder why Malay men do not treat their womenfolk better. It is this harsh treatment by their own facetious which drives Malay women to live with Chinese and other infidels. With a Malay husband a woman has usually an existence of more or less poverty, and in the case of the cultivators a life of actual toil in the fields. With an infidel she has an easy—often a luxurious—existence, coupled with far kinder treatment than she ever experienced from her Malay spouse. Only the other day a D. O. told me of a case in which he had been asked to adjudicate, and in which, despite the fact that, being an official in a Muhammadan country, his sympathies were with the husband, he had to practically sanction a *mai kauin* of this nature. A Malay woman came to him with \$60 in her hand saying that she wished to pay this sum to her husband, who had just married a co-wife, and obtain a divorce. She said that the husband refused to accept it, and that neither the *penghulu* nor the *Kathi* would help her. She had therefore come to the Tuan, The *Kathi*, when sent for, acknowledged that legally the woman could claim a divorce on payment of the necessary fees, and that he must take official cognizance of it, “but, Tuan,” he said, “how can I assist her? She is so angry about her husband contracting a second marriage that she has determined to shame not only him but the whole Muhammadan community. This \$60 was given her by a *pakateng* (dog of a Chapman) and she told me that she intended to go to him, as was her three months were over.” It was all too true, my friend said, but of course nothing could be done but to allow the divorce. The case was typical of hundreds of other “*mai kauin*”s brought at her position as a Muhammadan who drives many a good Malay woman into one of those “mixed marriages” with a foreigner, which the Malay abominates and which we all must deplore.

UNCLAIMED LETTERS AT THE POST OFFICE.

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